The SIGNALMAN'S Journal

Secretary of Labor Usery cuts ribbon at dedication of BofRS International headquarters building

MAY 1976

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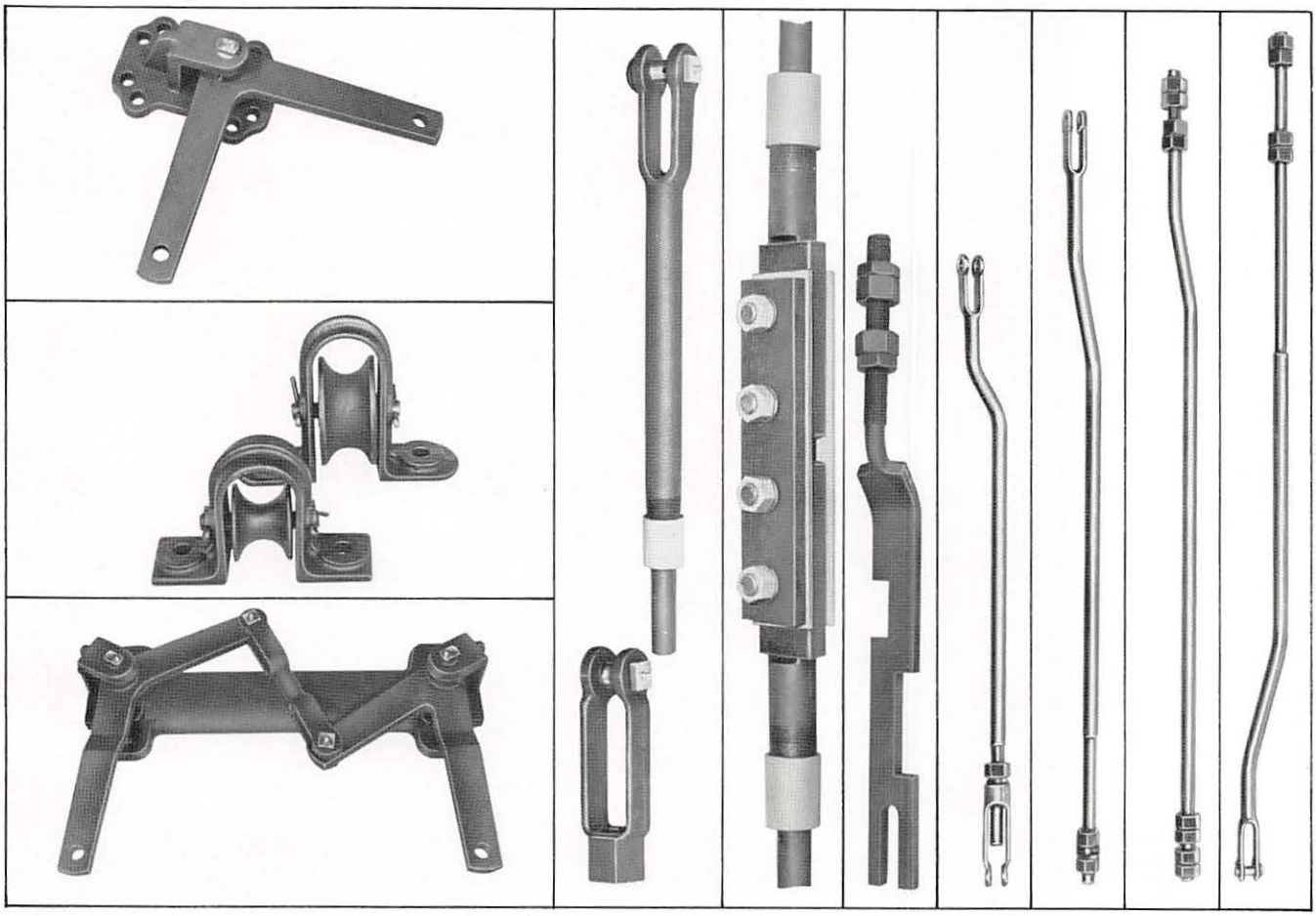

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Volume 57, Number 4 May 1976

Robert W. McKNIGHT
Editor & Manager

601 West Golf Road
Mount Prospect, Illinois 60056
312-439-3732

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OFFICIAL PUBLICATION BROTHERHOOD OF RAILROAD SIGNALMEN

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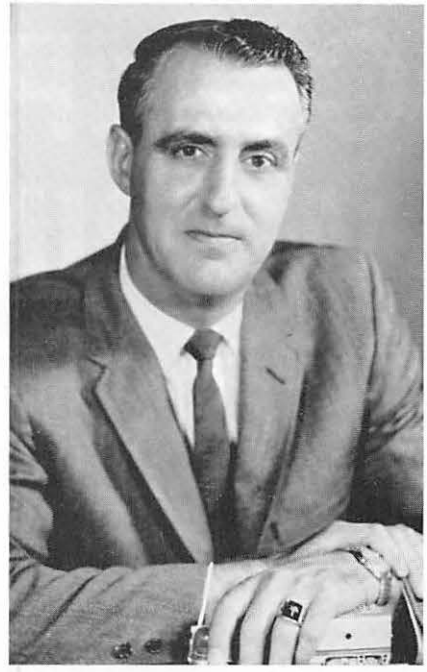
MAY 1976

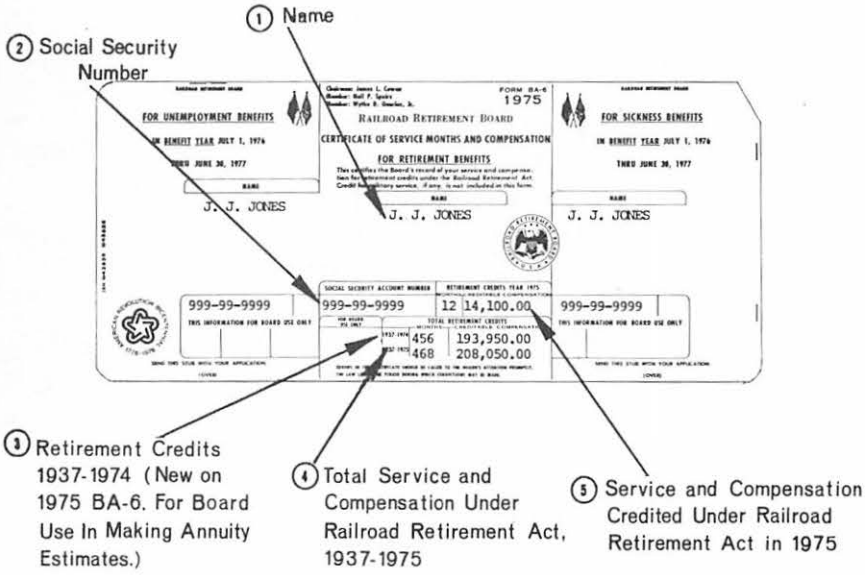
Personal Aids and News

Check your BA-6 forms advises R. T. Bates

The U.S. Railroad Retirement Board recently completed the preparation of the statements of railroad service, "Certificate of Service Months and Compensation," Form BA-6, which are distributed every year to railroad employees. These annual statements are important because they provide an employee with a record of his railroad service and compensation in 1975, as well as his cumulative railroad credits after 1936. The statements are also used by employees when they apply for certain benefits with the Board.

Some 625,000 BA-6 forms will be distributed. Most employees will receive them directly by mail before June 1 although some BA-6 forms will be distributed through employers. These forms are issued primarily to employees who qualify for unemployment and sickness benefits in the benefit year beginning July 1, 1976, on the basis of their 1975 employment. Employees who worked in 1975, but did not have sufficient earnings to qualify for unemployment and sickness benefits, will also be sent a BA-6 form if they had service in each month in 1975 or if they worked for a local lodge or division of a national railway labor organization. Any employee who worked for a railroad in 1975 who does not receive a form by June 1 can write to the Board and request one.





Each employee should check to see whether his own record of service and creditable compensation agrees with the Board's figures shown on the BA-6. The important figures that should be checked are indicated on the illustration of the form. If any of the information shown on the BA-6 is not correct, this fact should be reported in a letter to the Board as soon as possible. In checking the spelling of the name, the employee should keep in mind that the form contains only the first ten letters of the last name.

All letters concerning BA-6

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Brotherhood of Railroad Signalmen

May 14, 1976 was a memorable day in the events and the life of the Brotherhood of Railroad Signalmen. For on that day, while celebrating its 75th year of existence, the new International Headquarters building in Mt. Prospect, Illinois was dedicated. The happy events began with a dedication luncheon at the Elks Club in Des Plaines. Over 250 invited guests attended including civic, labor, business and governmental leaders, BofRS officers, general chairmen, members and friends.

Dr. Robert E. Matthews, pastor of the Trinity United Methodist Church, in Mt. Prospect gave the invocation. Welcoming the Brotherhood to Mt. Prospect was Mayor Robert D. Teichert. "This dedication of your International Headquarters Building is really a dedication of a set of principles that makes your organization effective," Teichert said. "There is a common bond between government and labor—serving people—which makes both operable." Teichert concluded by saying that the move by the Signalmen from Chicago to Mt. Prospect had been a good move for all concerned—the Signalmen and Mt. Prospect.

"It is indeed a great privilege and honor to have all of you with us on this historic occasion as we dedicate our new, modern International Headquarters Building in Mt. Prospect, Illinois. Our dedication day is particularly signif-

This drawing by Brotherhood member M. C. Nead was published in The Signalman's Journal in the 1920s. At that time a Grand Lodge building fund was started with voluntary contributions. Reading Lodge No. 26 contributed one day's pay for each of its members.

dedicates new headquarters building

icant in that our Brotherhood is also celebrating this year, 1976, the 75th anniversary of our founding," said C. J. Chamberlain, BofRS president in his opening remarks at the dedication lunch.

"You will note that the group of dedicated brothers who formed our Brotherhood were 'men of vision' as exemplified by the picture of their 'dream building'. We are particularly proud of the fact that our membership and officers throughout the years with leaders such as presidents emeritus A. E. Lyon, here today, and Jesse Clark, likewise are 'men of vision' who through mutual cooperative efforts made the construction of this fine new office building a reality.

"While we obviously are not dedicating a 'Sears Tower' type structure which is a symbol of corporate strength in America, we are dedicating a structure which a symbol of 'labor' and of 'people' whose blood, sweat, tears and dedication, with God's help and guidance, made our country the great free society it is today," Chamberlain said.

Turning to the community in which the BofRS headquarters is now located, he said: "We are proud and privileged to be a part of the community of Mt. Prospect, Illinois, and our modern International Headquarters Building and operation has proven to be and will continue to be an important asset to the community, the neighborhood and the area in which we are located. For those of you who have not, as yet seen the location, take particular note that we have located our building in the midst of several churches, one to the immediate east, one to the immediate west and one to the immediate north.

Present Grand Lodge Headquarters are in a modern two-story, air-conditioned building in Mt. Prospect, IL, a suburb 20 miles northwest of Chicago.

"Our parking lot is utilized by adjacent churches on Sunday and I am confident that the congregations would be the first to recognize that we are not only good but compatible neighbors.

"The Brotherhood of Railroad Signalmen, while never a large organization numerically, nevertheless, is an organization that takes great pride in the fact that we are an important part of the trade labor movement in the United States and Canada and, in particular, the railroad labor movement. We firmly believe in the policy of involvement as only through being involved in everything can you do the job of representing your membership.

"We are also firm believers in the policy of 'true collective bargaining' and we are pleased that as we in the railroad industry are entering what in my judgment can be properly labeled as a 'new era' in the railroad industry, the labor management relations in our industry are much improved and I am certainly optimistic that they are conducive to making our industry the great industry it used to be when our country was first being developed and has to be if we are to prosper and protect the health and welfare of our great nation today and for future generations."

Commenting on the new building, Chamberlain said: "On occasions such as this it is certainly appropriate to give recognition and express appreciation to all who have played a part in the planning and the tremendous amount of work that has been neccessary to bring about the completion of our International Headquarters Building, however, because of the time and the numbers involved it would be virtually impossible. Our new building is a reality because of a total

At the head table at the lunch were (left to right) Mayor Robert D. Teichert of Mt. Prospect, Secretary of Labor W. J. Usery, and President Chamberlain.

R. Thomas Bates. SECR-TREASURER
BROTHERHOOD of RAILROAD SIGNALMEN
Dr. Robert E. Matthews. PASTOR
TRINITY UNITED METHODIST CHURCH
Walter W. Lauer. CHAIRM
BOARD OF TRUSTEES, BOFRS

Head table included (left to right): R. T. Bates, BofRS; Dr. R. E. Matthews, Trinity United Methodist Church; and W. W. Lauer, BofRS Board of Trustees.

R. T. Bates, BofRS secretary-treasurer, reviewed history of the building program.

W. W. Lauer, chairman BofRS Board of Trustees praised Signalmen pioneers.

team effort of members, local and general committee officers, Grand Lodge officers both active and retired and a most loyal, efficient, hard-working staff of Grand Lodge employes. To all we say 'thank you for your cooperation and contribution in making our building a reality,' " he said.

Turning to the introduction of the guest speaker Chamberlain said: "we are privileged and honored to have with us on such an important occasion as this a man who has unquestionably done more than anyone else in the past few years to bring about stability in labor management relations in America; a man who is a real credit to the trade labor movement; a man who believes in the true collective bargaining process; a man whose dedication perseverence, unlimited energy and desire to see collective bargaining work and whose expertise in this area has been recognized by the government, industry and the trade labor movement; a man who has served his country faithfully since entering government service as Assistant Secretary of Labor in 1969, and Federal Mediation and Conciliation Director from 1973 to February 10, 1976 when he was appointed Secretary of Labor. I am proud and privileged to introduce to you a man whom I consider one of my closest personal friends, the Honorable William J. Usery, Secretary of Labor, but better known to all of us as just plain Bill.

"Being asked to take part in a dedication of this fine new Grand Lodge Headquarters building of the Brotherhood of Railroad Signalmen is a high honor for me," Usery said. "And it is a pleasure to once again be in the company of Chuck Chamberlain and all of my long-time friends from this great union."

Usery mentioned that he had been a speaker at a BofRS convention in Las Vegas, NM just six years ago. "I can tell you that I enjoyed every minute of that vis-

C. J. Chamberlain, BofRS president at podium, delivers remarks at the dedication lunch at the Elks Club in Des Plaines.

Secretary of Labor Usery chats with Signalmen's President Chamberlain.

it. One reason was that I sensed then that your president would be in the forefront of all railroad labor-management relations for years to come. I knew that because he was, and is, one of the hardest working, most dedicated and talented people I have had the pleasure of meeting in all of my years as a labor leader, as a mediator and as a government official.

"Chuck and I met first when I became involved in railroad negotiations soon after becoming Assistant Secretary of Labor in 1969. As I remember it, the crucial issue—the one over which the battle lines had been drawn—involved 3¢ an hour. Times have changed. And in more than economic ways," Usery said.

"I remember that during my speech to the Signalmen's convention, I told the delegates that both labor and management were using the appointment of a National Emergency Board as a crutch. I called on you and your management counterparts to 'sit down and fulfill your responsibility to bargain issues out.' Nearly any change that could be made had to be for the better. After all, in the ten years before the 1972 contract, Congressional intervention had been required eight times in railway labor-management disputes.

"Now I doubt that my oratory

Chamberlain (left) and Usery right) are shown with (seated left to right) National Railway Labor Conference General Counsel David P. Lee and Chairman William Dempsey; and Ralph J. Eckert, chairman and president, Benefit Trust Life Insurance Co.

Shown here with Chamberlain (left) and Usery (right) are (left to right) Rudolph E. Johnson, senior vice-president group, Benefit Trust Life Insurance Co.; J. R. Jones, vice-president personnel, Santa Fe Railway; and W. L. Burner, Jr., director research, National Railway Labor Conference.

Shown here (left to right) at the dedication lunch are Raymond A. Manning, 2nd vice-president group-railroad, Travelers Insurance Companies; C. J. Chamberlain; W. J. Usery; and Luther E. Carter, 2nd vice-president group-Medicare, Travelers Insurance Companies.

W. J. Usery (left) chats with J. P. Fishwick (center) president, Norfolk Western Railway, along with C. J. Chamberlain.

President Emeritus A. E. and Mrs. Lyon attended the dedication lunch.

At the headquarters building entrance, C. J. Chamberlain makes appropriate remarks as R. T. Bates (left) and Usery, Teichert and C. A. Caldwell, special assistant to the Secretary of Labor, listen.

had much to do with it, but in the succeeding years rail unions and management started negotiating mutually acceptable contracts on their own."

Usery continued: "Your president played a major role in this decisive change in attitude, and possibly saved collective bargaining for your members. As chairman of the Railway Labor Executives' Association, as a member of the Railroad Industry Labor-Management Committee and the Railroad Safety Research Board, Chuck has contributed greatly toward the new and fresh climate of reason and responsibility that surrounds labor-management relations in the railroad industry.

"I have no doubt that this change in attitude made possible one of the economic miracles of this decade—the smooth transition on April 1 of six bankrupt railroads into the ConRail system.

"I think that it is fitting that this bright, modern headquarters building be dedicated during this new era of labor-management relations in the railroad industry.

"Those determined union pioneers who founded the Signalmen's union 75 years ago at the Slope tower in the Pennsylvania Railroad's yards in Altoona, Pennsylvania, are no doubt wearing big smiles as they look down upon these ceremonies today," Usery said.

"Whether by design or by accident I think that it's a happy coincidence that these ceremonies are taking place on the diamond anniversary of your union, the golden anniversary of the Railway Labor Act, and the Bicentennial birthday of our United States. Members of the trade union movement, and particularly in the rail brotherhoods, fought for and won a dynamic system of economic liberty based on the principle of collective bargaining. Laws such as the Railway Labor Act have been the instruments through which that system has

Secretary of Labor Usery cuts ribbon at building entrance as C. J. Chamberlain (left) and Mayor Robert D. Teichert (right) hold the ribbon.

Usery unveils plaque in entrance hall as Chamberlain (left) watches.

prospered to the benefit of all.

"But I think that in this Bicentennial year, each of us should pay our respects, and voice our gratitude, to those 56 men who 200 years ago mutually pledged to each other 'our lives, our fortunes and our sacred honor' in their determination to create a society of liberty through law.

"They held certain truths to be self-evident. All men are created equal, they said. And they declared that all men are endowed by their creator with certain unalienable rights—the right to life, to liberty, and to the pursuit of happiness. They pledged themselves to the proposition that those rights should be secured through a Government that receives its power from the consent of the governed. Nearly all of those 56 men did indeed lose their fortunes. Some lost their lives. But their unblemished honor stands today as our heritage."

Usery continued: "So in this Bicentennial year, let us pledge to devote our lives to protecting this cherished heritage—and making it stronger so that future generations will be able to look back and say that this was a golden era in the movement toward freedom for all people.

"Let us pay honor to our tradition of freedom that is founded on our Declaration of Independence . . . that is protected by our Constitution and the Bill of Rights . . . and that is protected by those who continue to insist that the ideals expressed in these documents apply to all people.

Invited guests enter the building following ribbon cutting ceremony.

"No other society in the entire history of the world has been able to enjoy and protect for two centuries the liberty that is ours. We Americans alone have been able to create, develop, defend and enhance a democratic system that for 200 years has guaranteed that every individual:

"Has the right to assemble—or not assemble.

"Has the right to speak freely—or keep his mouth shut.

"Has the right to believe in God as he chooses—or to not believe at all.

"Has the right to publish or broadcast without censorship.

"Has the right—the legal right—to life, liberty and the pursuit of happiness."

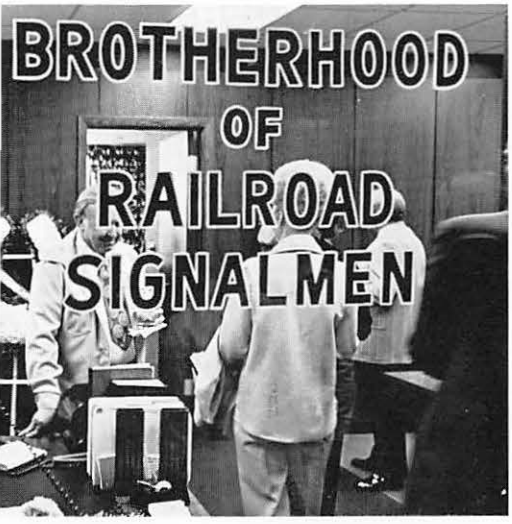
Usery reminded his listeners that "our obligation is to see to it that the torch of liberty that has been passed to us reaches future generations with a flame that still burns bright—a flame that will light the way for others.

"In closing, I want to thank you for the opportunity to share in today's dedication ceremony. And Chuck, I wish for you and all of the members of the Brotherhood of Railroad Signalmen only 'high green' in the years to come," Usery said.

R. T. Bates, secretary-treasurer, then briefly commented on the events leading up to this dedica-

M. B. Frye, BofRS vice-president is with Mrs. T. H. Gregg and Secretary of Labor Usery in BofRS library.

Carolyn Colditz, BofRS record clerk explains the record keeping system at Grand Lodge Headquarters to A. W. Richards, New Haven general chairman.



Reception room as the visitor sees it when entering BofRS headquarters.

In the Gregg Room are (left to right) E. A. Krause, general signal engineer, Union Pacific; J. E. Martin, vice-president operations & maintenance, AAR; W. D. Best, vice-president, BofRS; G. L. Farr, vice-president labor relations, Union Pacific; and L. T. Davies, BofRS general chairman, Milwaukee Road.

Executive Council room has been named for the late T. H. Gregg, vice-president, BofRS. Plaque at right on wall pays tribute to building supporters.

BofRS library contains many useful reference volumes.

tion. The union's Executive Council and Board of Trustees approved selection of a site committee in 1970 which was the beginning of proceedings and work that brought the new building into fruition. Milestones in the progress included April 1972 when the real estate in Mt. Prospect was acquired. November 1972 saw groundbreaking ceremonies at 601 West Golf Road. BofRS moved into the new building in August 1973 and completion this spring enabled the dedication to be held May 14, 1976.

One among the many who worked for and provided incentive for the "dream to become a reality" was the late T. H. Gregg BofRS vice-president, who, Bates said "would have approved of the new building and would have been pleased with the efforts of those who were here to see its completion." In his honor, the Executive Council room has been named: "The Gregg Room."

W. W. Lauer, chairman, Board of Trustees, said that much credit and praise is due the pioneer members of the BofRS who kept the union a viable institution through the lean years so that we might enjoy the success we have today. "We," he said, "have the duty to persevere and keep the BofRS successful for another 75 years."

Following the lunch, guests and members went to the new International Headquarters Building where President Chamberlain made brief remarks, after which Secretary of Labor Usery cut a ceremonial red ribbon at the front entrance.

"The history of the accomplishments of the Brotherhood of Railroad Signalmen can be traced through the various headquarters our organization has had over the years. From the initial headquarters of our Brotherhood in the old "Slope" tower on the Pennsylvania Railroad at Altoona, Pennsylvania in 1901, to 601 West Golf Road, Mt. Prospect, Illinois in 1976, our Brotherhood has seen 75 years of continued progress," Chamberlain said.

General view of the mail room at the new International Headquarters Building.

Secretarial and stenographic office where "typing" is the main occupation.

"It is with a great sense of humility, pride and dedication that we in behalf of the membership of the Brotherhood of Railroad Signalmen, formally dedicate this building today—May 14, 1976. It is indeed a symbol of progress of the Brotherhood of Railroad Signalmen, of railroad signaling, the railroad labor union movement, the true collective bargaining process and our faith in the future of the railroad industry and the contribution it makes to our great countries, the United States and Canada," Chamberlain concluded.

After the ribbon cutting, Secretary of Labor Usery unveiled a bronze plaque in the front entrance hall. At the top of the plaque is the BofRS symbol and below are listed the following: Charles J. Chamberlain, president; Robert T. Bates, secretary-treasurer; Arlon E. Lyon, president emeritus; Jesse Clark, president emeritus; Vice-presidents Walter W. Altus, John T. Bass, Willis D. Best, Charles S. Chandler, Melvin B. Frye, John E. Platt and Joseph W. Walsh; Board of Trustees Walter W. Lauer, George A. Harrington and John McCormick. Erected 1973. Storgaard Construction Co. Designed by Zorach Rabin, Rabin-Le Noble

Associates. Dedicated May 14, 1976.

Following the ceremonies at the front entrance, the guests were invited to an open house which lasted from 2 pm until 5 pm.

A bronze plaque in the Gregg Room is topped with the BofRS symbol, and below are the following words:

The Brotherhood of Railroad Signalmen acknowledges with eternal gratitude the efforts of the following officers whose sound judgment, perseverence and dedication to serving their membership resulted in the planning and construction of this Brotherhood of Railroad Signalmen's International Headquarters Building.

C. J. Chamberlain, R. T. Bates, A. E. Lyon, Jesse Clark, W. W. Altus, J. W. Walsh, H. A. Stockdale, G. Orndorff, J. E. Dubois, A. N. Cotton, T. H. Gregg, C. S. Chandler, W. D. Best, J. E. Platt, C. R. Scott, G. A. Harrington, W. B. Harwell, R. R. Mitchell, W. H. Lewis, M. B. Frye, J. T. Bass, W. W. Lauer, J. McCormick, G. F. Harper, P. T. Drummond, W. D. Wilson, B. H. Steuerwald. Authorized 1970; Ground Breaking 1972; Completion 1974. Dedication 1976.

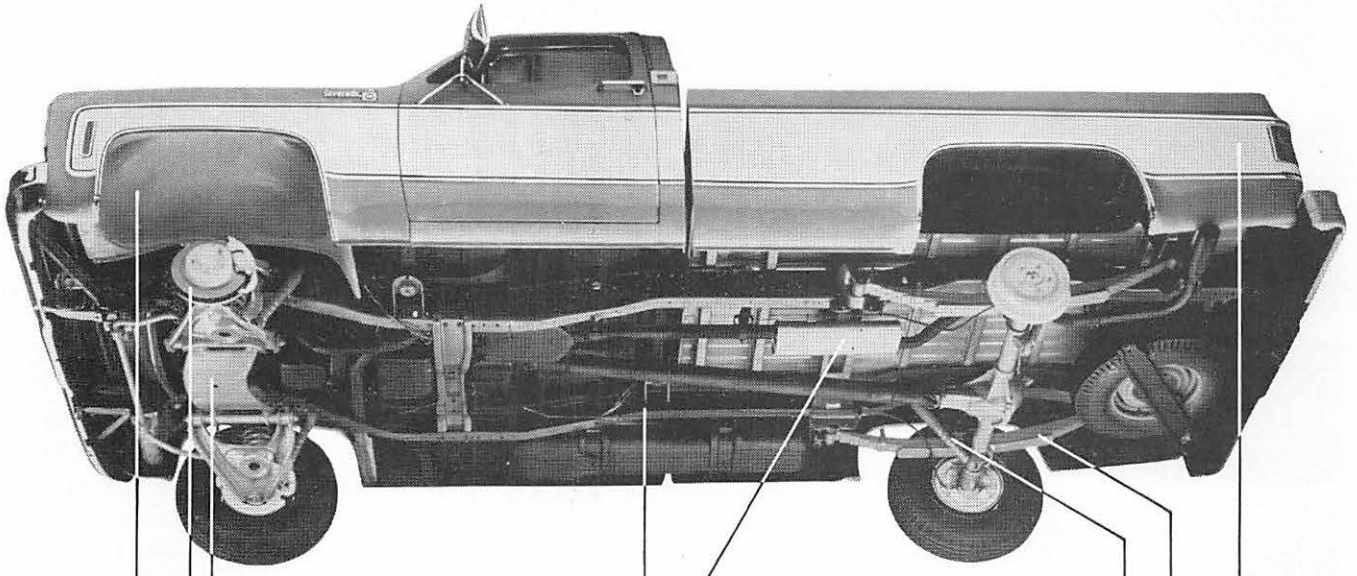
Another part of the memorable ceremonies of Dedication Day was the opportunity provided guests to have author A. E. Lyon, president emeritus, autograph copies of his history of the Brotherhood. "Art" was in his office, filled with memorabilia of the Brotherhood, and graciously signed copies of "The First 75—History of the Brotherhood of Railroad Signalmen."

Much of this delightful to read, fact-filled history, contains information that only Art Lyon knows from his long service with the Brotherhood beginning with work on the Southern Pacific in 1919. By 1923, Lyon was general chairman. He came to Grand Lodge in 1927 as assistant to the president. Seven years later he succeeded Daniel Webster Helt to the top position in the Brotherhood. And in 1945, Lyon became a full-time officer of the Railway Labor Executives' Association. In 1962, he was appointed the labor member of the Railroad Retirement Board. He retired from that position in 1969.

From the vantage point of having served the Brotherhood directly from 1919 until 1945, Lyon was in a position to have first-hand knowledge of many of the activities and personalties of the union. For those who would like a copy of this fascinating, interesting and memorable history of the Brotherhood of Railroad Signaling, the cost is $9.95. A coupon for ordering copies is on page 28 of this issue.

President Emeritus Arlon E. Lyon (seated) chats with visitors in his office that contains much memorabilia of the Brotherhood of Railroad Signalmen. Pictures on the walls show many past and present officers of the Signalmen.

A road's-eye view of Chevy truck toughness.



Massive Girder Beam independent front suspension uses steel control arms, friction-free coil springs. Wheels step over rough spots individually, helping smooth the ride.

Computer-matched brake systems have fade-resistant front disc brakes, fin-cooled rear drum brakes and power assist (most models) tailored to the truck's GVW rating.

Full front wheelhousings help protect fenders and engine compartment from road spray and rocks. All-steel, one-piece inner and outer fender panels form a double wall for structural rigidity.

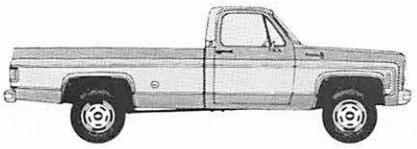
Ladder-type steel frame uses deep-section channel side rails, riveted crossmembers for strength, rigidity and durability.

Aluminized muffler uses heavy-gauge metal for shell and baffles. Aluminum coating inside and out adds corrosion protection.

Counter-angled rear shock absorbers are slanted, one forward and one aft, to help keep rear wheels firmly in contact with the pavement during acceleration and deceleration with heavy loads.

Multi-leaf rear springs provide a good ride with light loads, progressively firmer support as cargo weight increases.

Double-wall construction adds strength and durability in many important areas. Fleetside body side panels, doors, upper cab panels, windshield pillars, roof, cowl and hood.



CHEVY TRUCKS

YOUR MONEY'S WORTH. MILE AFTER MILE AFTER MILE.

News

C. J. Chamberlain (left) president, Brotherhood of Railroad Signalmen, congratulates Leon A. Elsenius, signal maintainer, for the Chicago & North Western, upon his retirement as Neil P. Speirs, labor member, Railroad Retirement Board, looks on. Brother Elsenius received his 40 year BofRS membership pin from President Chamberlain. Brother Elsenius, a member of Illinois Lodge No. 108, had been number one on the Chicago & North Western Signalmen's seniority roster. Now President Chamberlain is number one on the C&NW Seniority roster.

Tops all railroads in winning safety award

For the fourth year in a row Santa Fe won the top railroad employe safety award for 1975. The E.H. Harriman Memorial Awards Institute gave the Santa Fe a Gold Medal for having the best employe safety performance in 1975 of all Class I line-haul railroads reporting over 20 million man-hours worked. Seaboard Coast Line in the same category was awarded a Silver Medal and the Chessie System received a Bronze Medal.

In Group B for Class I line-haul railroads reporting more than 5 million but less than 20 million man-hours worked per year, Erie Lackawanna won first place with a Gold Medal. Second place was the Denver & Rio Grande Western with its Silver Medal and the third place Bronze Medal was awarded the Reading Company.

Delaware & Hudson also winning its fourth Gold Medal was in the Group C category of Class I line-haul railroads reporting less than 5 million man-hours worked annually. Monongahela Railway was awarded the second place Silver Medal and Florida East Coast earned the third place Bronze Medal.

Switching and terminal companies placed as follows: first place Gold Medal to River Terminal Railway of Cleveland; second place Silver Medal to Union Railroad of Pittsburgh, and third place Bronze Medal to the Cuyahoga Valley Railway, also of Cleveland.

Congress approves funds for highway grade crossing

Funds for rail-highway grade crossing protection programs have been earmarked in H.R. 8235 which has been passed by Congress and sent to the White House for the President's signature. The bill would appropriate $287.5 million for safety programs on federal aid highway system and an additional $168.75 million for projects off federal aid highways. This covers the period extending through September 30, 1978. Also included is $84 million for railroad relocation demonstration projects.

Federal government guarantees Rock Island Certificates

Secretary of Transportation, William T. Coleman, Jr., has announced that he will guarantee certificates to be issued by Trustee William M. Gibbons of the Chicago, Rock Island & Pacific, in an aggregate principal amount not to exceed $17.5 million. The railroad had asked for a guarantee on $19 million worth of Trustee Certificates. The money will be principally used to assure continued maintenance of its track bringing them up to Class I track safety standards as set by the Federal Railroad Administration. The main target of the normal maintenance program to be resumed by the Rock Island will be on its Chicago-Ft. Worth mainline.

Rail safety funds ok'd by House Committee

The House Interstate and Foreign Commerce Committee has authorized funds for the activities of 545 federal rail safety inspectors. Additionally, the committee-approved Federal Railroad Safety Act of 1976 includes a section to amend the Hours of Service Act to include signalmen. The amendment states that hours of service provisions include "an individual engaged in installing, repairing or maintaining signal systems."

Under the Federal Railroad Safety Act of 1976, the Federal Railroad Administration's Office of Safety would receive $35 million for each of fiscal years 1977 and 1978. According to the Fed-

(Please turn to page 20)

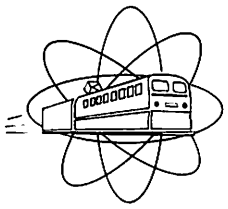
WHAT'S A COMPANY CALLED MARINE ELECTRIC DOING WORKING ON THE RAILROAD?

...PLENTY!

Since 1943, we've been manufacturing high reliability electrical and electronic equipment for rugged service in naval and mass transportation service. And for twenty years we've been working with traction motors and power equipment for North American rail systems. Now we have formed a new division dedicated to engineering and producing railroad safety systems, electronic sub-systems for power use, and a family of systems designed to make today's railroading far safer and more economical. This means we'll be working on the railroad a lot more...for you.

MARINE ELECTRIC RAILWAY PRODUCTS DIVISION, INC.

Subsidiary of Marine Electric Corp.



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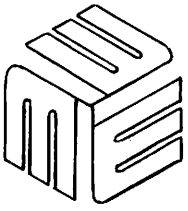
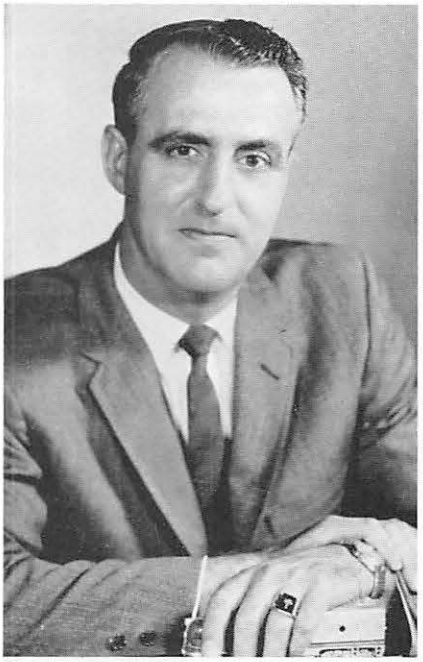


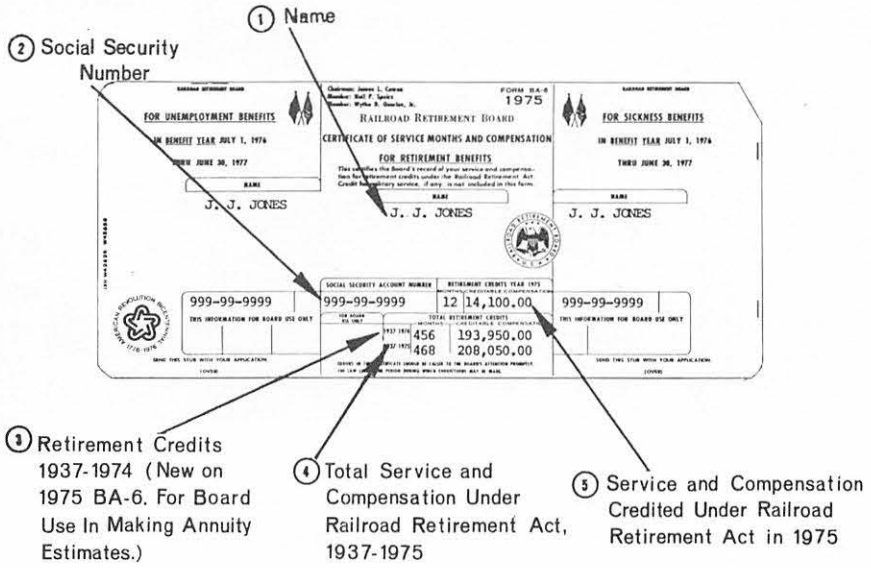
Personal Aids and News

Check your BA-6 forms advises R. T. Bates

The U.S. Railroad Retirement Board recently completed the preparation of the statements of railroad service, "Certificate of Service Months and Compensation," Form BA-6, which are distributed every year to railroad employees. These annual statements are important because they provide an employee with a record of his railroad service and compensation in 1975, as well as his cumulative railroad credits after 1936. The statements are also used by employees when they apply for certain benefits with the Board.

Some 625,000 BA-6 forms will be distributed. Most employees will receive them directly by mail before June 1 although some BA-6 forms will be distributed through employers. These forms are issued primarily to employees who qualify for unemployment and sickness benefits in the benefit year beginning July 1, 1976, on the basis of their 1975 employment. Employees who worked in 1975, but did not have sufficient earnings to qualify for unemployment and sickness benefits, will also be sent a BA-6 form if they had service in each month in 1975 or if they worked for a local lodge or division of a national railway labor organization. Any employee who worked for a railroad in 1975 who does not receive a form by June 1 can write to the Board and request one.




1 Name
2 Social Security Number
FOR UNEMPLOYMENT BENEFITS
RAILROAD RETIREMENT BOARD
1975
CERTIFICATE OF SERVICE MONTHS AND COMPENSATION
FOR RETIREMENT BENEFITS
FOR SICKNESS BENEFITS
J. J. JONES
J. J. JONES
J. J. JONES
999-99-9999
999-99-9999
12 14,100.00
999-99-9999
456 193,950.00
468 208,050.00
3 Retirement Credits 1937-1974 (New on 1975 BA-6. For Board Use In Making Annuity Estimates.)
4 Total Service and Compensation Under Railroad Retirement Act, 1937-1975
5 Service and Compensation Credited Under Railroad Retirement Act in 1975

Each employee should check to see whether his own record of service and creditable compensation agrees with the Board's figures shown on the BA-6. The important figures that should be checked are indicated on the illustration of the form. If any of the information shown on the BA-6 is not correct, this fact should be reported in a letter to the Board as soon as possible. In checking the spelling of the name, the employee should keep in mind that the form contains only the first ten letters of the last name.

All letters concerning BA-6

For United States residents only:

Moving? Let us know!

Please send your new address to:
The Signalman's Journal, 601 W. Golf Rd., Mt. Prospect, IL 60056

Name _____

Street or Box No. _____ **Apt. No.** _____

City _____ **State** _____ **Zip** _____

Lodge No. _____ **Certificate No.** _____

forms should be addressed to the Director of Data Processing and Accounts, U.S. Railroad Retirement Board, 844 Rush Street, Chicago, Ill. 60611. The employee should include his social security account number in the letter, otherwise no action can be taken by the Board.

The BA-6 form has detachable sections at each end. The section on the right side is used when the employee applies for sickness benefits, and the one on the left for unemployment benefits. The reverse sides of these sections also explain the best way to apply for these benefits. The use of these sections prevents delays in the payment of unemployment or sickness benefits which occur when an employee enters the wrong social security account number on his application.

The BA-6 forms also include a reminder that employees who perform railroad work after their supplemental annuity closing date may permanently lose their eligibility for a railroad retirement supplemental annuity. For the great majority, the closing date is the last day of the month following the month in which the employee attains age 65. The Board suggests that employees who have not retired by age 63 contact the nearest Board office in the near future for help in establishing proof of their age in advance of their eventual retirement. This will insure them against forfeiting their eligibility through miscalculation of their age. Establishing the correct date of birth is also important for Medicare enrollment.

Travelers open enrollment is here

An open enrollment period in June, July and August has been arranged by the Cooperating Railway Labor Organizations and The Travelers Insurance Company to make available coverage under Group Policy GA-23111 for those employees and their dependents (spouse and children over 14 days but under 19 years of age) not currently enrolled. During these months any retired employee or an employee who is on leave of absence, furlough or suspension with respect to his railroad employment and who while in active employment was insured under Group Policy Contract GA-23000 may enroll for the group hospital, surgical and medical plans available under Group Policy GA-23111.

The premium rates for the various types of coverage are shown on the enrollment form appearing at the end of this Article.

Furloughed employees of a hospital association railroad may enroll for dependent benefits only, unless such furloughed employees no longer have hospital association coverage.

No medical evidence of insurability will be required during the open enrollment for those not currently enrolled. In order to obtain the insurance, the only requirements are that the employee must have been covered by one of the active employee plans and submit a completed enrollment form with his check or money order for the required monthly payment before September 1, 1976.

Railroad employees described above may also insure their unmarried dependent children over 19 years of age but under 25 who are full-time students and unmarried dependent children over age 19 who are incapacitated by permanent physical or mental disability which began prior to age 19.

In addition, the widow and surviving children of an employee who was insured as an active, furloughed or retired employee are also eligible to enroll under Group Policy GA-23111.

Active employees may also enroll under Plan D of GA-23111 to provide benefits for their parents and parents-in-law who are eligible for Medicare.

For those signing up during this three-month period, the insurance coverage will become effective on the first day of the month following receipt by The Travelers of the completed form and the check for the required monthly payment.

There are four plans available; three for individuals not eligible for Medicare benefits and one for those who are eligible under Medicare.

Plans A, B and C—For Persons Not Eligible Under Medicare

Plans A, B and C provide Hospital and Surgical Expense Benefits.

Plans B and C also provide Maternity Benefits, Medical Expense Benefits for doctor's charges for visits during hospital confinement, Radiation Therapy Benefits and Polio Expense Benefits.

Plan C only provides Supplemental Major Medical Expense benefits in addition to the basic Hospital, Surgical, Medical and Radiation Therapy Benefits. It is important to understand, however, that the covered expenses considered under the Supplemental Major Medical Expense benefit are limited to those expenses in the categories covered by the basic benefit provisions of Plan C as mentioned above. For example, Hospital charges for a confinement in excess of 70 days or reasonable surgical charges in excess of the amount in the Schedule would be covered Supplemental Major Medical expenses. However, charges

for drugs, private duty nursing, doctor's Home and Office visits, Lab and X-ray examinations, etc., which are not covered under the other benefits under Plan C would not be covered expenses under the Supplemental Major Medical Expense provisions.

Here is an outline of benefits available under these three plans:

	PLAN A	PLAN B	PLAN C
HOSPITAL BENEFITS			
Room & Board — Daily Benefit up to	$ 20	$ 35	$ 55
Room & Board — Maximum per confinement*	1,400	2,450	3,850
Hospital Extras and Emergency Out-patient, up to* (Including Ambulance service up to $25)	200	700	1,000
SURGICAL BENEFITS			
Per Schedule up to	300	450	550
Obstetrics	(Not Covered)	112.50	137.50
DOCTOR'S VISITS IN-HOSPITAL			
Per day of hospital confinement	(Not	5	5
Maximum per confinement*	Covered)	350	350
RADIATION THERAPY BENEFITS			
Per Schedule - Maximum per Calendar Year; or for any one injury or sickness	(Not Covered)	200	300
POLIO BENEFITS	(Not Covered)	5,000	5,000
SUPPLEMENTAL MAJOR MEDICAL BENEFITS	(Not Covered)	(Not Covered)	50,000

*Successive confinements due to the same or related causes are considered as one confinement unless there is a complete recovery from the injury or sickness causing the earlier confinement.

Plan D—For Persons Eligible Under Medicare

Plan D is designed to complement full Medicare benefits and provides Hospital, Medical and Major Medical Expense Benefits. The Hosptial Benefit covers hospital expenses over and above those which Medicare provides during the first 90 days of confinement, but not in excess of the amounts shown in the outline below, plus hospital board and room charges for semi-private rooms up to $52 per day for an additional 90 days. The Hospital Benefit was liberalized January 1, 1976 to take care of the increase in the Deductible and Co-insurance amounts required by Medicare.

The Medical Expense Benefit pays the first $60 of the total of charges in a calendar year for surgery, doctor's in-hospital visits, X-ray and laboratory examinations, and emergency outpatient hosiptal expense incurred within 72 hours of an accident or surgery.

The Major Medical Expense Benefit is a very valuable part of this plan. After the insured person has paid the first $50 of expense incurred in a calendar year, the plan picks up 80 percent of reasonable "covered expenses" in excess of that $50 plus the benefits already paid under Medicare and the basic Hospital and Medical Expense benefits. The maximum payable as to each insured person is $50,000.

Here is an outline of Plan D:

HOSPITAL BENEFITS

$104 for the first 60 days (Medicare Deductible)
$ 26 per day from 61st through 90th day (Medicare Co-insurance)
up to $52 per day from 91st through 180th day.

MEDICAL EXPENSE BENEFITS

First $60 of the total of charges in a calendar year for
Surgery
Doctor's In-Hospital visits
X-Ray and Laboratory Examations
Emergency Out-Patient Hospital Expense within 72 hours of an accident or surgery

MAJOR MEDICAL EXPENSE BENEFITS

$50,000 Maximum, with $1,000 automatic restoration each January 1.

Since Medicare benefits are taken into consideration in determining what will be paid under Major Medical, it is very important that all eligible persons be enrolled under Medicare in order to have the maximum possible insurance protection. It should be noted that the Medicare Amendments effective July 1, 1973 extend Part A and Part B Medicare coverage to certain Disabled persons regardless of

GA-23111

PERSON(S) TO BE INSURED	REQUIRED MONTHLY PAYMENT			
	Persons Not Eligible Under Medicare			PLAN D Each Person Eligible Under Medicare
	PLAN A	PLAN B	PLAN C	
Employee only	☐ $ 6.65	☐ $17.19	☐ $45.00	☐ $13.50
Dependents only or Widow and/or Children	☐ $ 7.76	☐ $17.19	☐ $45.00	☐ $13.50
Employee and Dependents	☐ $14.41	☐ $34.38	☐ $90.00	
Each Parent – Eligible under Medicare				☐ $14.00
Student Child (age 19 to age 25)			☐ $3.00	
Incapacitated Child (age 19 and over)			☐ $5.00	☐ $13.50

I understand that the benefits which I am subscribing to are those indicated by the required monthly payment checked hereon for the plan or plans as described in the pamphlet (Form GI-47635) furnished to me in connection with Group Policy GA-23111. I also understand that I will be notified directly by The Travelers Insurance Company of my acceptance and billed for my next payment.

Signature of Employee _____ Date _____

GA-23111

This Completed Form Together With The Required Payment Is To Be Sent To:

The Travelers Insurance Company, P.O. Box 3002
GROUP DEPARTMENT–RAILROAD DIV.–HARTFORD, CONN. 06101

NAME OF EMPLOYEE *(Please Print)* Last First Middle Initial	EMPLOYEE SOCIAL SECURITY NO.	DATE OF BIRTH EMPLOYEE Mo. Day Yr.	DATE OF BIRTH SPOUSE Mo. Day Yr.	EMPLOYEE NO.	DATE LAST WORKED Mo. Day Yr.
HOME ADDRESS OF EMPLOYEE No. and Street City State Zip		REPRESENTED BY WHAT UNION?			
NAME OF EMPLOYER (RAILROAD)	DEPARTMENT	DIVISION	LOCATION	DATE OF EMPLOYMENT	

Before completing this section see Pages 9-11. If disabled at date last worked, please so indicate.

REASON FOR LEAVING ACTIVE EMPLOYMENT ☐ RETIRED ☐ PREGNANCY ☐ FURLOUGHED ☐ SUSPENDED ☐ DISABLED ☐ TERMINATED ☐ LEAVE OF ABSENCE ☐ DEATH

If an enrollment form is being submitted for a student child, incapacitated child or parent(s) it is necessary that such person(s) full name and home address be shown below. If this information is not completed, the enrollment form cannot be accepted.

☐ STUDENT CHILD ☐ INCAPACITATED CHILD ☐ 1 PARENT ☐ 2 PARENTS DATE(S) OF BIRTH _____

Name and address of student child, incapacitated child or parent(s) for whom enrollment is being made

Name of Medicare Insured–Employee
FI MI LAST

Health Insurance Claim Number

Employee–Social Security Number/Railroad Retirement Board Number

AUTHORIZATION: I authorize The Travelers Insurance Company to release to **The Travelers Insurance Company** any information which is required to act on a claim under my complementary health insurance policy and permit a photostatic or other facsimile reproduction of this authorization to be used in place of the original. This authorization is in effect until notice of revocation is received by The Travelers Insurance Company.

Signature of Medicare Insured (or Authorized Representative)–Employee | Date Signed

Name of Medicare Insured–Spouse
FI MI LAST

Health Insurance Claim Number

AUTHORIZATION: I authorize The Travelers Insurance Company to release to **The Travelers Insurance Company** any information which is required to act on a claim under my complementary health insurance policy and permit a photostatic or other facsimile reproduction of this authorization to be used in place of the original. This authorization is in effect until notice of revocation is received by The Travelers Insurance Company.

Signature of Medicare Insured (or Authorized Representative)–Spouse | Date Signed

The signed Authorization will allow us to process any future benefits for which you may be eligible under a Railroad Group Health Plan insured by The Travelers, using information which you and your physician supply in order for you to obtain Medicare Benefits.

This form should be completed carefully for each person insured under your Railroad Group Health Plan who is also insured under the Medicare Program.

INSTRUCTIONS FOR FILLING OUT THE CARD ARE ON THE BACK

GI-46706 REV. 5-73 PRINTED IN U.S.A.

age and Part A coverage to persons Age 65 and over who previously were not qualified by virtue of personal entitlement or as the dependent of a covered person. Any person eligible under Medicare who qualifies for enrollment under GA-23111 must enroll under Plan D if coverage complementary to Medicare is desired. If an employee with two or more dependents, one of whom is eligible under Medicare, wishes to provide coverage under GA-23111 for all of his dependents, he must enroll for Plan D coverage for the person eligible under Medicare in addition to enrolling for coverage under Plan A, B or C for the remaining dependent(s) in order to obtain coverage for all dependents.

A Medicare Authorization form when completed by eligible persons and sent to The Travelers will allow prompt handling of claims involving Medicare benefits.

An active employee insured under Group Policy Contract GA-23000 or Group Policy GA-107300 may enroll under Plan D to provide benefits for his parents who are eligible under Medicare.

In order to enroll, simply fill out and sign the enrollment form. A widow should show "Mrs." with the given name of her deceased husband.

Mail the completed enrollment form with your check or money order to The Travelers Insurance Company, P.O. Box 3002, Group Department, Railroad Division, Hartford, Connecticut 06101. Person eligible for Medicare should also send a signed copy of the Medicare Authorization form to The Travelers with their enrollment form.

NEWS continued

eral Railroad Administration, the money will be used to inspect approximately 90,000 miles of track during 1977. The funds will also be available for other safety activities of the office.

In addition to authorizing funds for rail safety operations, the bill would eliminate the ability of railroads in violation of safety standards, to negotiate the penalty assessed with the Secretary of Transportation. The minimum and maximum fines will remain at $250 and $2,500 respectively.

Stop wire failure
Save space
Slash maintenance costs

Harbour Industries Teflon*, Tefzel*, and Halar, HIGH PERFORMANCE WIRE AND CABLE for Railway Signals and Controls**

We offer over 50 combined U/L and CSA listed Teflon TFE*, FEP*, Kapton*, Tefzel*, and Halar** high temperature wire and cable insulations and constructions. Look at these features: up to 25% space saving • resists heat • non-aging • resists weather, moisture, chemicals • resists cut-thru, wear, flexing • overload protection, lowest dialectric constant and dissipation • superior to elastomers.

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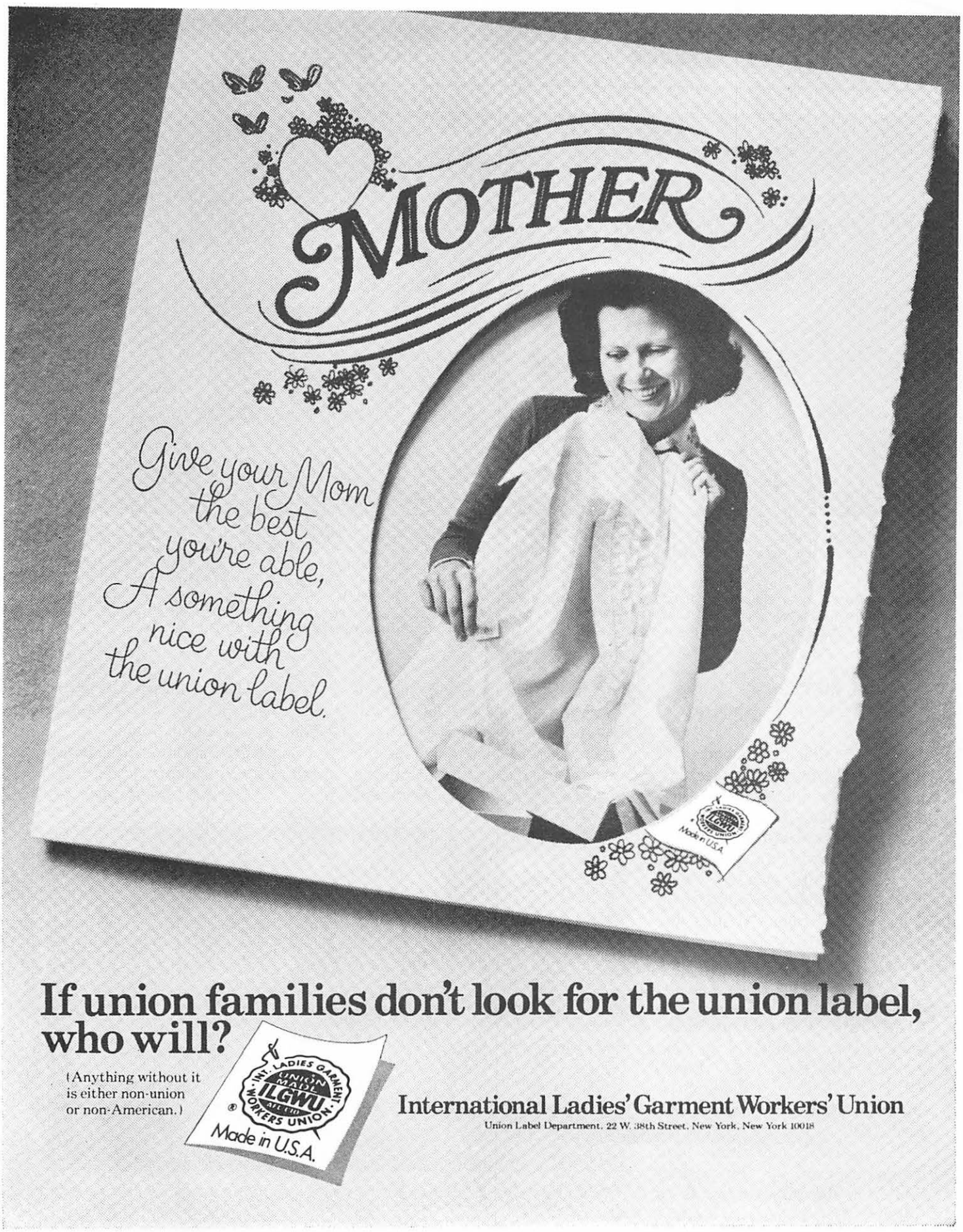
Retirement annuities will increase

Retired railroad employees and their wives will receive the same 6.4 percent cost-of-living increase in the tier one portion of their annuity and it will be effective at the same time as the recently announced increase for social security benefits. Since the increase applies to only that portion, the annuities of retired employees and their wives will generally not be increased by the full 6.4 percent of their annuities. Survivor annuities will, however, be increased a full 6.4 percent.

Annuitants receiving both railroad retirement and social security benefits will not get duplicate increases from both agencies. In such circumstances, any cost-of-living increase in the railroad retirement annuity is offset by the amount of the increase in social security benefits.

The Board has announced that the increase will be included in the regular July 1 benefit checks or as soon as possible thereafter. Beneficiaries are requested not to write to the Board about their increase at this time because it will only delay payment.



If union families don't look for the union label, who will?

(Anything without it is either non-union or non-American.)

Made in U.S.A.

International Ladies' Garment Workers' Union

Union Label Department, 22 W. 38th Street, New York, New York 10018

General Committee News

BofRS members attending the SP (T&L Lines)-MKT-StL-SF general committee shown here included (standing left to right): W. D. Best, BofRS vice-president; R. T. Bates, BofRS secretary-treasurer; C. D. Plummer, local chairman, SP Lodge 99; J. E. Moore, local chairman, SP Lodge 99; H. R. Hendrix, local chairman, Frisco Lodge 129; L. H. Carroll, Frisco Lodge 129; H. B. Strayhorn, local chairman, SP Lodge 99; W. V. Endicott, local chairman, Frisco Lodge 129; and J. T. Bass, BofRS vice-president. Seated (left to right) are: L. B. Welch, vice-general chairman, SP Lodge 99; F. J. White, general chairman; C. D. Bradshaw, vice-general chairman, Frisco Lodge 129; and H. E. Wright, vice-general chairman, MKT Lodge 116. J. E. Leonandos, local chairman SP Lodge 99 was unable to be present when this picture was taken.

SP (T&L), MKT, StL-SF committee re-elects White

At last fall's first meeting of the general committee representing BofRS members on the Texas & Louisiana Lines, Southern Pacific, Missouri-Kansas-Texas and St. Louis-San Francisco, Frank J. White was re-elected general chairman. In addition to General Chairman White, the following officers were elected to serve the general committee: H. E. Wright, vice-general chairman and trustee, MKT; C. D. Bradshaw, vice-general chairman, Frisco; L. B. Welch, vice-general chairman, T&L Lines, SP; H. R. Hendrix, trustee, Frisco; and J. E. Moore, trustee, T&L Lines, SP.

The general committee took action to establish representation from the three railroads as follows: T&L Lines will have 5 representatives on the general committee; Frisco will have 4 representatives; and MKT will have one representative.

Action was also taken at the meeting to officially name the general committee: "Southern Pacific (T&L Lines), Missouri-Kansas-Texas and St. Louis-San Francisco General Committee."

Secretary-Treasurer R. T. Bates and Vice-Presidents J. T. Bass

(Please turn to page 24)

The SP (T&L Lines)-MKT-Frisco general committee officers shown here (left to right) are: H. E. Wright, vice-general chairman, MKT; L. B. Welch, vice-general chairman, SP (T&L Lines); C. D. Bradshaw, vice-general chairman, Frisco; and F. J. White, general chairman.

GRS TYPE-E CAR RETARDERS

For simple, reliable control of car speeds in car-handling facilities

AUTOMATIC OR MANUAL CONTROL

ALL-WEATHER OPERATION

HANDLE LONG CUTS OR SINGLE CARS

DEPENDABLE - Electric operation provides all-weather performance. Electric power is easily controlled, practically immune to cold weather failure, and is readily available.

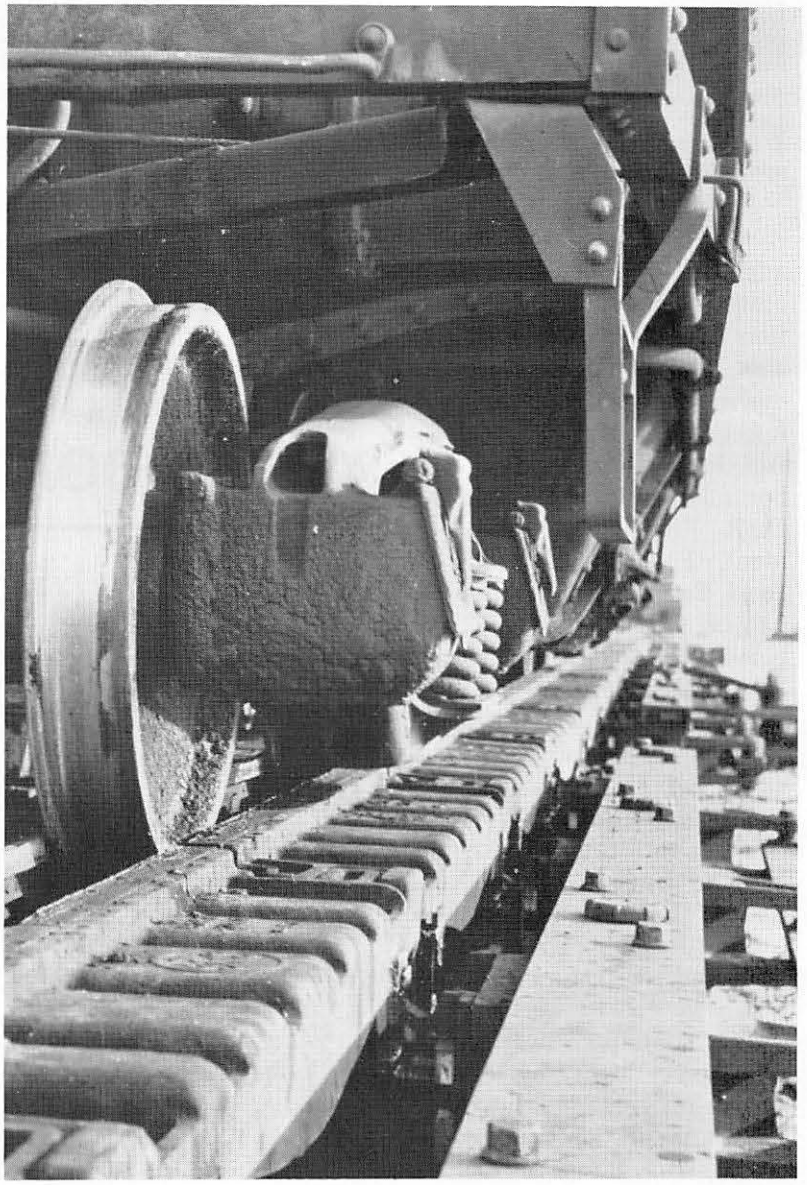
ECONOMICAL - Energy required to change retarder position only; actual braking pressure by powerful springs. Energy consumption averages less than 0.07 kWh per car handled.

ADDED SAFETY-By restoring retarder to the closed position as soon as each car is released, retardation is always available. In fact, a car can be held in the retarder even with complete power failure.

EASY MAINTENANCE-One adjustment takes care of shoe wear for the entire retarder. Bolts and lubrication points are readily accessible.

VERSATILE-Cars with 28 to 38 inch diameter wheels and weighing up to 160 tons can be handled with precision. Applications range from spotting empty cars in barney pit operations to handling large, heavyweight cars in a full-scale class yard. Optional brake shoes provide a wide variety of velocity head ratings.

RETARDER	TYPICAL APPLICATIONS
Type E1	For handling cars of 100 tons or less in industrial applications or low volume class yards.
Type E1H Type E1HS	For upgrading existing Type E1 retarders for handling cars of up to 125 tons.
Type E160	As a hump or group retarder in today's modern high-capacity classification yards — can handle up to 160 tons.



GRS

GENERAL RAILWAY SIGNAL
A UNIT OF GENERAL SIGNAL
ROCHESTER NEW YORK 14602

For more information ask for D99.0701.

3647

GENERAL COMMITTEE NEWS cont.

Shown here (left to right) are: H. E. Wright, vice-general chairman MKT and trustee; L. B. Welch, vice-general chairman, SP (T&L Lines); H. R. Hendrix, trustee, Frisco; J. E. Moore, trustee SP (T&L Lines); C. D. Bradshaw, vice-general chairman, Frisco; and F. J. White, general chairman.

and W. D. Best attended and assisted in conducting the election of officers. Members were also brought up-to-date on various matters of insurance, signaling, Federal Employers' Liability Act, Railroad Retirement and labor relations. Speakers included D. R. Kirk, assistant vice-president, Southern Pacific; N. J. Land Travelers Insurance Companies; C. W. Yates, district supervisor, Provident Insurance; R. W. Hickman, assistant manager labor relations, SP; W. P. Poindexter, signal training officer, SP; J. H. Laughlin, assistant signal engineer, SP; Weldon Granger, attorney of Downman, Jones & Granger; M. T. Byrd and C. P. Yetter, signal & train control inspectors, FRA; and G. R. Thurman, Railroad Retirement Board.

The committee was congratulated very highly by the Grand Lodge officers present on the formation of this joint committee serving three railroads, on their conduct of business, the election of their officers and the attitude of the committee members as evidenced by the success of their work to date.

News About Members

BESSEMER & LAKE ERIE: **Clifford E. Rhoades,** leading signal maintainer, retired January 31, 1976, after serving over 38 years with the railroad. Brother Rhoades was a member of Grand Lodge Local 200.

GRAND TRUNK WESTERN: **La Verne Adair,** signal inspector at Pontiac, MI, has retired after 31 years of service. **Michael A. Cooney,** leading signalman at Durand, MI, has retired after 27 years service. Brothers Adair and Cooney are members of Durand Lodge No. 14.

CHESSIE SYSTEM: **Robert G. Kappes,** signal maintainer at Ashland, KY, and a member of Evans Lodge No. 221, has retired. **William E. Rossman,** signal maintainer at Monroe, MI, and a member of Hocking Lodge No. 216, has retired. **Herbert L. Cox,** assistant signal maintainer at Chillicothe, OH, and **M. Miller,** signal maintainer at College Corner, OH, have retired. Brothers Cox and Miller are members of Winton Lodge No. 94.

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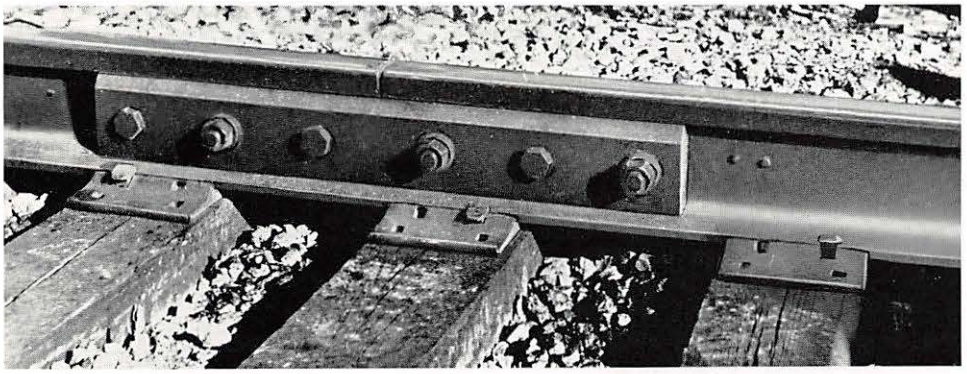

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News from Canada

Job security improvements negotiated for Canadians

Improvements in the Job Security Plan for Canadian members were announced last month by Vice-President J. E. Platt, following the signing of a new agreement.

The new agreement concluded lengthy negotiations and was officially signed on March 2 at the Chateau Laurier in Ottawa.

The job security plan was established in 1963, when a fund was set up to help employees affected by layoffs resulting from technological, organizational and operational changes, and from declining traffic. The fund was built up by the contribution of one cent per hour per employee, and was used to supplement UIC benefits, to train employees for new jobs, to assist in home moving costs, and to subsidize early retirement.

The recent improvements will:

- enable employees to claim benefits after two years' service instead of three;
- ensure that a laid-off employee receives 80% of his basic wage rate when his UIC and Job Security benefits are combined;
- make job training available to employees with two years' service instead of five;
- increase the moving and commuting allowances involved in home transfers;
- standardize at three months the advance notice to unions of technological and other changes planned by the companies;
- increase the monthly allowance for displaced employees who choose to go on early retirement;
- enable laid-off employees with more than 20 years' service to continue contributing to the company pension plan for a year after lay-off, this time to count as allowable service for pension purposes. Such employees will also have their group life insurance and medicare premiums paid for a maximum of two years after layoff.

Transcontinental trains should continue

The Canadian Railway Labour Association will argue for full retention of all existing transcontinental rail passenger services at hearings of the Railway Transport Committee of the Canadian Transport Commission, now being held.

The hearings were ordered by Transport Minister Otto Lang and are motivated by a desire to cut government subsidies for passenger trains. The CTC has been directed to investigate possible methods of "integrating" CN and CP services—which means curtailing or eliminating one or the other.

Hopes dim for another national holiday

Heritage Day has been denied to Brotherhood railway members for at least another year, and it is now very unlikely that it will be proclaimed as a national holiday for another two or three years.

A private member's bill on Heritage Day was considered for third reading in the House of Commons in February, but failed to get sufficient support.

It is now obvious that no action will be taken with respect to Heritage Day until the government decides to introduce its own Bill to enact such a holiday.

Canadians Take Note

During the month of May, a ballot was sent out to all members in Canada. Any member that did not receive a ballot, please send your correct address to the Montreal office.

The minutes of the Canadian General Committee Meeting held in P.E.I., July 1975, have now been printed. They have been mailed to all Local Officers. Copies are available to all Canadian members upon request to the Montreal office.

CN agreement revision is effective May 1

On April 28, 1976 revisions of Agreement 11.1 between the Brotherhood of Railroad Signalmen and the Canadian National Railway were signed. Representing the Signalmen were John E. Platt, vice-president; Robert R. Mitchell, general chairman; and J. E. Dubois, general chairman. S. T. Cooke, assistant vice-president labour relations, represented CN.

Delete Rule 14 of Appendix "C" and substitute the following:

When there are no qualified applicants for available positions as Signal Maintainer or Signal Mechanic, trainees who have successfully completed Section 1 of the training course, and who have not already been promoted as outlined in Rule 15 hereof, must accept promotion to such available positions in seniority order. Employees who refuse to accept promotion in accordance with this Rule will be removed from the service.

Add the following sentence to the end of Rule 16 of Appendix "C":

Trainees who have successfully completed Section 1 of the training course and who are filling Helper positions shall continue to be paid at the highest Apprentice rate until they are eligible for the Signal Assistant classification.

Also revised was the agreement with respect to the application of Article 8 of Agreement

11.1 to employees in regional signal gangs.

It is agreed that effective May 1, 1976, the Memorandum of Agreement dated November 26, 1975 with respect to the application of living expense allowances for employees in Regional Signal Gangs will be cancelled. Thereafter the employees will be subject to the provisions of Article 8 of Agreement 11.1.

U.S. immigration policies not fair to railway workers

An area of concern is that since 1965 some Canadian railway employees have suffered loss of employment as a result of U.S. immigration policies. Many of the railmen held long-standing seniority rights on the portion of the Canadian railway network located in the U.S.

Prior to 1965, Canadian railway workers were allowed to follow their seniority on United States lines with little difficulty. Employees filling temporary assignment were considered to be "visitors for business" and were exempted from documentary requirements. Employees taking permanent jobs were allowed to do so upon receiving a work visa and little difficulty was experienced by Canadian railway workers in obtaining such clearances.

In 1965, such Canadian workers were forced under the U.S. immigration umbrella which was raised to keep out nationals other than Canadian. They were and are considered as employees performing work in the U.S. and as such, had to obtain certification from the Secretary of Labour to ensure that as immigrants they would not displace American workers or that they would not adversely affect the wages and working condition of similar workers in the U.S. At the same time, Canadian railway workers became subject to U.S. quota regulations for the admittance of immigrants.

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RS&I

Sec. 236.828 System, traffic control.
A block signal system under which train movements are authorized by block signals whose indications superseded the superiority of trains for both opposing and following movements on the same track.

Sec. 236.829 Terminal, initial.
The starting point of a locomotive for a trip.

Sec. 236.830 Time, acknowledging.
As applied to an intermittent automatic trainstop system, a predetermined time within which an automatic brake application may be forestalled by means of the acknowledging device.

Sec. 236.831 Time, delay.
As applied to an automatic trainstop or train control system the time which elapses after an automatic brake application is initiated until the brakes start to apply.

Sec. 236.831a Track, main.
A track, other than auxiliary track, extending through yards and between stations, upon which trains are operated by timetable or train orders, or both, or the use of which is governed by block signals.

Sec. 236.832 Train.
A locomotive or more than one locomotive coupled, with or without cars.

Sec. 236.833 Train, opposing.
A train, the movement of which is in a direction opposite to and toward another train on the same track.

Sec. 236.834 Trip.
A movement of a locomotive over all or any portion of automatic trainstop, train control or cab signal territory between the terminals for that locomotive; a movement in one direction.
Trip arm. (Cross Reference: See Element, roadway, Sec. 236.744)

Sec. 236.835 Trunking.
A casing used to protect electrical conductors.

Sec. 236.836 Trunnion.
A cylindrical projection supporting a revolving part.

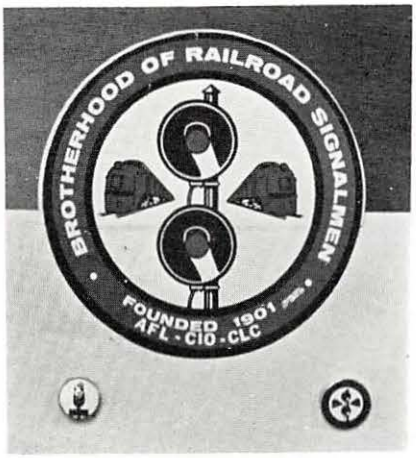
Sec. 236.837 Valve, electro-pneumatic.
A valve electrically operated which, when operated, will permit or prevent passage of air.

Sec. 236.838 Wire, shunt.
A wire forming part of a shunt circuit.

Authority: The provisions of this Part 236 issued under sec. 12, 24 Stat. 383, sec. 441, 41 Stat. 498, sec. 6, 80 Stat. 939, 940; 49 U.S.C. 12, 26, 1655.

Source: The provisions of this Part 236 appear at 33 F.R. 19684, Dec. 25, 1968, unless otherwise noted. Section 236.590 was amended in 34 F.R. 11974, July 16, 1969.

THE END



Signalmen's decal (top) has adhesive backing so it can be applied to glass, leather, metal, etc. for BofRS identification on car windows, bumpers, luggage, hard hats, etc. The emblem is 4" or 3" in dia. It has a red border with white letters. The signal displays green over red. Below left is a metal **colorlight signal lapel pin** ½" in diameter with signal showing green over yellow over red on white enamel background. Signal and pin outlined in gold. Below right is ⅝" **BofRS lapel pin** identical to decal except letters and outline are in gold.

Golf caps with the BofRS emblem in color are available in Medium size with adjustable head band. These lightweight, net caps come in Red, Black or White.

New history of the BofRS is now available

A complete new history of the Brotherhood of Railroad Signalmen has been written by A. E. Lyon, president emeritus which covers the 75 years of the Brotherhood since its founding in 1901.

Cloth emblem is available with BofRS in white letters on red border, two locomotives and green over red searchlight signal.

Coasters (3" dia.) come in black and gold, or in white, red and green with BofRS emblem.

Master National Agreement book has basics

The basic provisions of national agreements negotiated with U.S. railroads and the BofRS are contained in a loose-leaf binder with 2-inch rings so there is room for additional material, such as local agreements. The 21 sections are: A—summary of wage changes; B—summary of other benefits; C—Washington job protection agreement of 1936; D—vacations; E—Union shop agreement; F—Holidays; G—Claim and grievance handling; H—Health and welfare; I—Force reductions; J—Employment security; K—Travel time and away-from-home expenses; L—Off-track vehicle accidents; M—Jury duty; N—Overtime; O—Camp cars; P—Apprentice programs; Q—Change of residence; R—Earnings deduction in discipline cases; S—Supplemental sickness benefits; T—Union dues checkoff; and U—Amtrak C-1, C-2.

Signalman's training books are available

The 8-volume signalman's training course covers the following subjects: 1—electricity, circuit symbols and nomenclature; 2—signal terms, relays, track circuits and meters; 3—automatic block signaling, time code control and electronics; 4—traffic control systems and power switch machines; 5—highway grade crossing warning systems and FRA RS&I tests; 6—remote control and automatic interlockings; 7—ctc machines and their operation; 8—maintenance of signal equipment.

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_____BofRS red, gold lapel pin @ $2.00 each.

_____Decals @ 15¢ each. _____3 inch _____4 inch

_____History of BofRS _____@ $9.95 each.

_____General Chairman & Local Chairman's Manual @ $3.00 each.

_____Signalman's training books @ $18.00 per 8-volume set.

_____Vol. 1 @ $2.50 each. _____Vol. 5 @ $2.50 each.

_____Vol. 2 @ $2.50 each. _____Vol. 6 @ $2.50 each.

_____Vol. 3 @ $2.50 each. _____Vol. 7 @ $2.50 each.

_____Vol. 4 @ $2.50 each. _____Vol. 8 @ $2.50 each.

_____Master National Agreement Book @ $7.95 each.

Minimum order accepted is $5.00. Please make check or money order payable to **R. T. Bates** and send with this coupon to him at **Brotherhood of Railroad Signalmen, 601 W. Golf Road, Mt. Prospect, Ill. 60056.**

Amount enclosed $_____

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Obituaries

Willmon A. Stevens, retired lead signalman for the Southern Pacific, at Deming, NM, died recently. Brother Stevens had completed 25 years service with the railway when he retired in 1972. He was a member of El Paso Lodge No. 182.

Frank P. Vickery, retired signal maintainer for the Southern, at Rock Hill, SC, died recently. Brother Vickery was a member of Walter Lodge No. 110. He completed 43 years service with the railway when he retired in 1966.

Walter E. Wegner, retired signalman for the Denver Union Terminal Railway, died last month. Brother Wegner had completed 34 years service when he retired in 1958. He had also worked for the Union Pacific. He was a member of Highland Lodge No. 86 AF&AM on the Union Pacific Railroad Oldtimers. He is survived by his wife; a daughter, Mrs. Viola Pennetti; a brother, William; and a sister, Mrs. Ruth Groom, all of Denver; and two grandchildren. He began a railroad career in 1906 at the age of 16 as a news agent on the Santa Fe, working on the Santa Fe also the Colorado & Southern. A year later he became a helper on a Union Pacific fence gang. He also worked as a lineman and in 1909 he joined the UP signal department as a signal helper. From 1913 to 1921 he was signal construction supervisor for the Denver Protection Signal Manufacturing Co. He then rejoined the UP as signal foreman and two years later went to work for Denver Union Terminal. During 1923, while working on a switch at Tower "B," he was struck by a train and lost part of one half of one of his feet. He was out of work for nearly three years with the accident, however, Brother Wegner credits the BofRS with returning him to work in 1927. He had been a member of Rock Springs Lodge 8 since 1924. Between 1927 and 1940 he did signal maintenance work for the Denver Union Terminal at which time he became signal draftsman, the job he held upon his retirement in August, 1958.

George F. Wilson, retired inside lineman for the Pere Marquette District, Chesapeake & Ohio, at Detroit, MI, died February 23, 1976. Brother Wilson had completed 25 years service with the Chessie System when he retired in 1962. He was a member of Valley City Lodge No. 123.

James Graham, 24, signal maintainer for the Baltimore & Ohio Chicago Terminal at Riverdale, IL, died December 23, 1975. Brother Graham was a member of BofRS Lodge No. 143.

Charles R. Kirtley, 79, retired traveling signal mechanic for the Chesapeake & Ohio at Ashland, KY, died January 2, 1976. Brother Kirtley had completed 45 years service with the railway when he retired in 1961. He was active in Tri-State Lodge No. 136 and had served as local chairman.

John R. Cale, Jr., retired signal maintainer at Jewett, OH, for the Norfolk & Western, died December, 1975. Brother Cale was a member of Wheeling Lodge No. 197.

Shannon Duty, signal maintainer for the Norfolk & Western at Portsmouth, OH, and a member of Goodwin Lodge No. 77, died January 22, 1976.

Oliver F. Prescott, retired signal maintainer for the Maine Central at Bangor, ME, died March 9, 1976. Brother Prescott was 83 at the time of his death. He had been a member of Lodge No. 115. He had completed 38 years service when he retired in 1950.

Lester Hoffman, retired foreman of telegraph and signals for the former Pennsylvania Reading Seashore Lines at Camden, NJ, died January 13, 1976. Brother Hoffman was a member of Victor Lodge No. 58. He had completed over 43 years service with the PRSL when he retired in 1960.

Fred Elber, retired ctc maintainer at Pocatello, ID, for the Union Pacific, died recently. Brother Elber had completed 38 years service when he retired in 1963. He was active in American Lodge No. 111 for many years and had served as chief signalman.

Charles France, retired leading signal maintainer at Porter, IN, for the former New York Central, died recently. Brother France retired in 1971 after completing 45 years service with the railway. He was very active in Lodge No. 38 having served as chief signalman, recording and financial secretary, and local chairman.

Kenneth Williams, retired signal foreman, for the Denver & Rio Grande Western at Provo, UT, died February 14, 1976 at Mesa, AZ. Brother Williams began his railroad career on the Union Pacific as a crossing watchman and later transferred into the signal department. He began work on the D&RGW in August of 1936. He held various positions in the signal department as signalman, signal maintainer, foreman and the last as signal inspector. Upon retirement in 1965 he had completed 29 years service with the D&RGW. He was active in BofRS affairs and he had served several terms as chief signalman of Lodge No. 24. He is survived by his wife, Lila; three daughters and two stepchildren. The officers and members of Lodge No. 24 extend their deepest sympathy to the family of Brother Williams.

Signalman's Worksheet

Automatic block signaling, double direction running

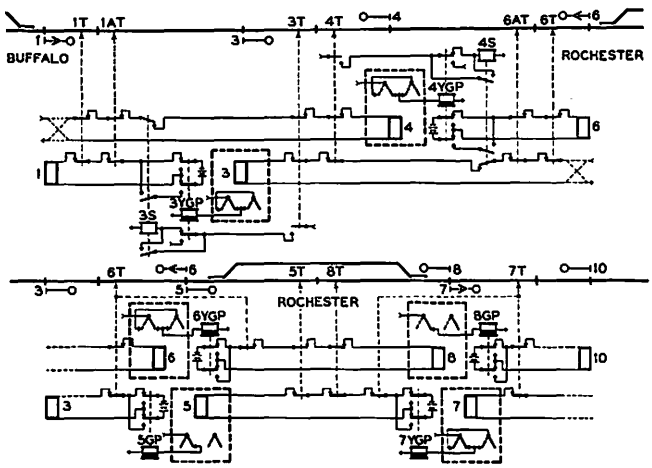

Fig. 304: Simplified circuit showing elements of absolute permissive block system controls.

Typical circuit

Referring to Figure 304, our circuits follow the pattern of single-direction block signaling, with the elements of **protection for opposing moves, overlap, directional stick circuit,** and **double approach** added.

Protection for opposing moves is shown in the control for signal 1. As soon as a westbound train passes signal 6, 6T drops, putting signal 3 to stop. When signal 3 goes to stop, contacts in the signal open the circuit to relay 3YGP. When 3YGP opens its front contacts, the circuit to signal 1 is opened, and signal 1 goes to stop.

You will note that signal 6 is controlled in a similar manner, beginning with 1T. Thus if, through some misunderstanding of train orders, an eastbound train left Buffalo at the precise instant that a westbound train left Rochester, signals 3 and 4 would go to stop as soon as relays 6T and 1T respectively opened their front contacts. Thus each train would come upon a red signal and would have sufficient braking distance to come to a stop before colliding with the opposing train.

Overlap is illustrated by having a front contact of track relay 6T in the control of signal 8. In a like manner 7T is included in the control of signal 5.

The **directional stick** circuit is one of many, but all accomplish the same purpose. As a train passes signal 4 clear, 4 track drops before slow-release signal repeater 4YGP drops. This allows time to pick up 4S relay, which is then held through its own contact, the back of the track, and the back of the YGP while the train is still on 4 track circuit. The stick remains up as long as the signal is red, and its repeater is down. Note that as we continue westward, 3 track does not pick up 3 stick, as 3 signal was red from the time the train passed 6 signal. Three YGP being down prevented 3 stick from picking up. The use of this relay is to apply energy of such polarity to the line as to cause the signal in the rear to display yellow for a following move. If a stick relay should remain up after its YGP is picked up, thereby removing a normal overlap for opposing moves, its back contact will open the circuit of the opposing signal.

The **double approach** is accomplished in many ways, but the use of a green signal repeater 8GP to pole change signal 10 in the rear gives the desired results as long as only one such double approach is required at any point. When the track layout indicates that successive double approaches are required, we must resort to a line wire scheme.

The picture you should bear in mind is that of a westbound train on 4T with signals 1, 3, and 4 red; and 6 yellow. The other picture is that of trains at 3 and 10 approaching Rochester with 6 and 7 red; and 3, 5, 8, and 10 yellow.

Information and drawings are furnished by General Railway Signal Co.

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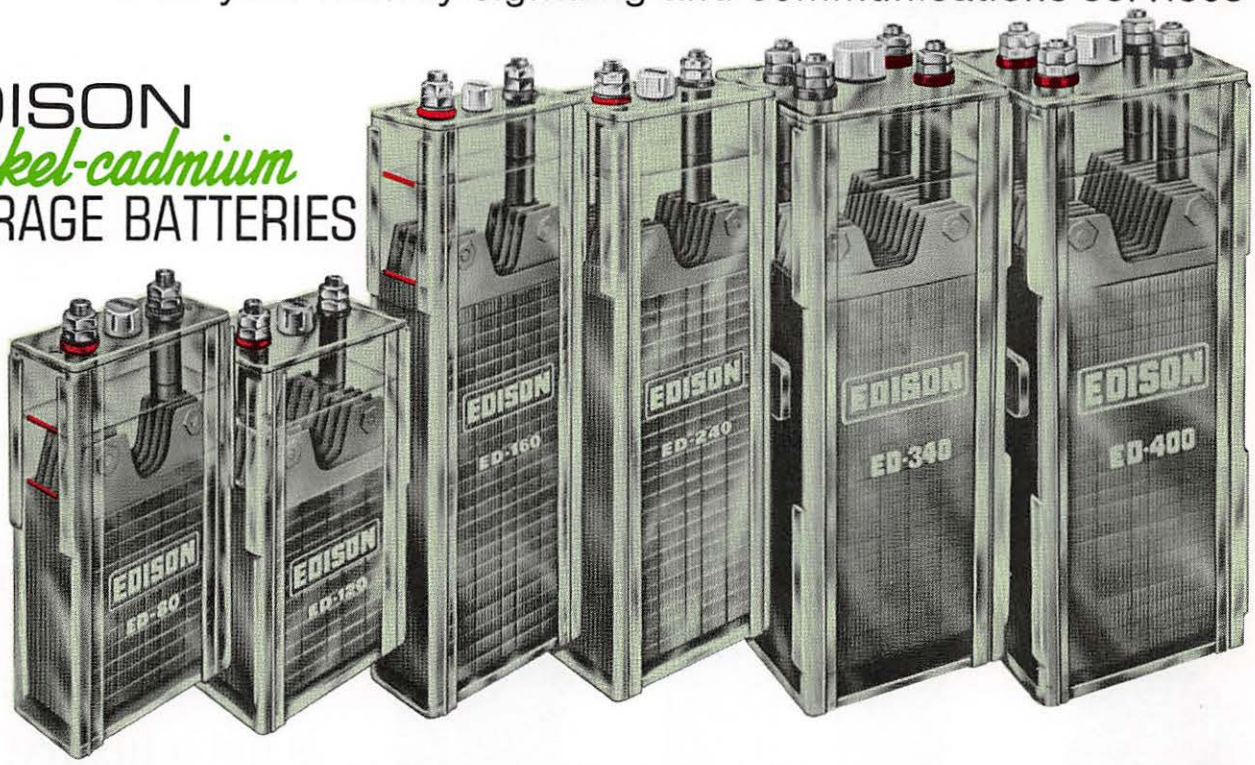

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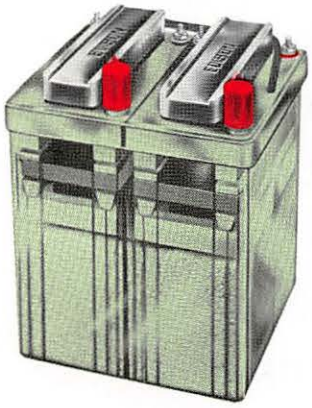
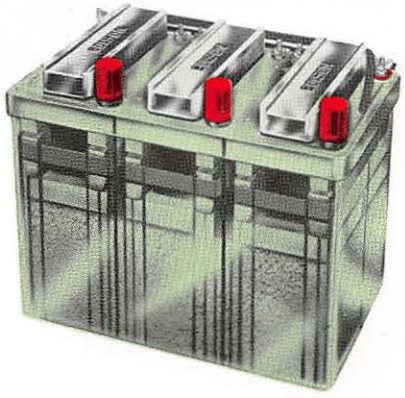


■ Transparent acrylic cases for visual activation procedure **and** visual indication of exhaustion.

■ Available in 2-cell and 3-cell types with **external** inter-cell connections to make either series or parallel-connected batteries as required.



■ Depending on the type of battery and the connections made (series or parallel), the normal voltages are 1.25, 2.5 or 3.75 volts; and capacities are 1,100, 2,200 or 3,300 ampere-hours.

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